

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0000784 **OFFICE** Design Policy & Support
NHS00-0000-00(784)
DeKalb & Fulton Counties
GDOT District 7 - Metro Atlanta **DATE** 5/20/2015
Interchange - I-285 @ SR400, Including C-D from
Roswell Rd to Ashford Dunwoody

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED LOCATION & DESIGN REPORT

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

DISTRIBUTION:

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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTEROFFICE CORRESPONDENCE

FILE NHS00-0000-00(784)
Fulton and DeKalb Counties
I-285 at SR 400 Interchange Reconstruction
PI 0000784

OFFICE Innovative Delivery

DATE May 6, 2015

FROM 
Darryl D. VanMeter, P.E., State Innovative Delivery Engineer

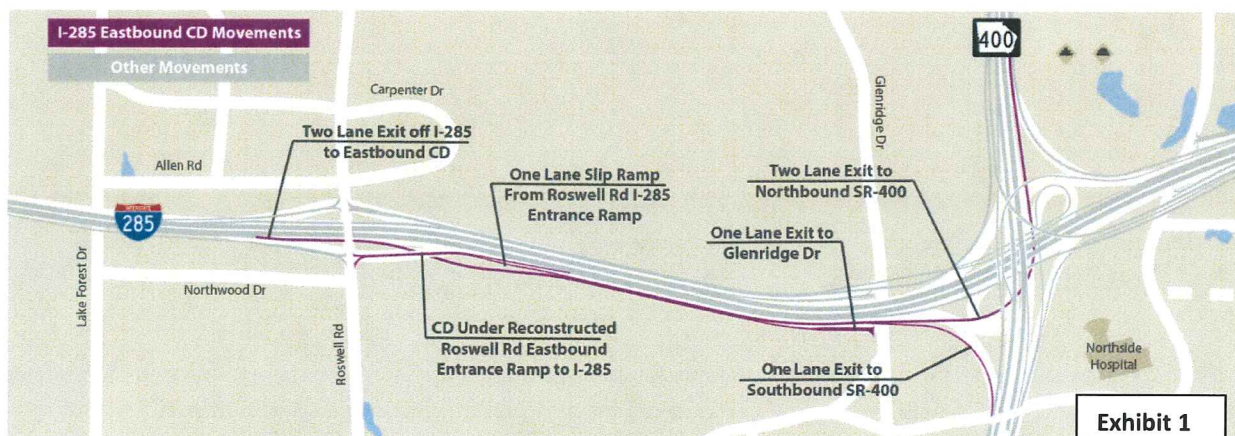
TO Brent Story, P.E., State Design Policy Engineer

SUBJECT Request for Location and Design Approval

Description of Project Proposal: The project proposes to reconstruct the Interstate 285 (I-285)/State Route (SR) 400 Interchange. It has been identified as the State's number 1 priority. The proposed improvements would include construction of barrier-separated collector-distributor (CD) lanes along I-285 and SR 400, reconstruction of existing ramps, and construction of new flyover bridges, as well as reconstruction and widening of existing bridges in the vicinity of the interchange. Along I-285, the proposed project would begin approximately one mile to the west of Roswell Road in Fulton County and end approximately three-fourths of a mile to the east of Ashford Dunwoody Road in DeKalb County. Along SR 400, the proposed project would begin just south of the Glenridge Connector and extend north to the Hammond Drive interchange, all within Fulton County, where it would tie into a separate project (Georgia DOT P.I. No. 721850, the SR 400 CD Lanes Project).

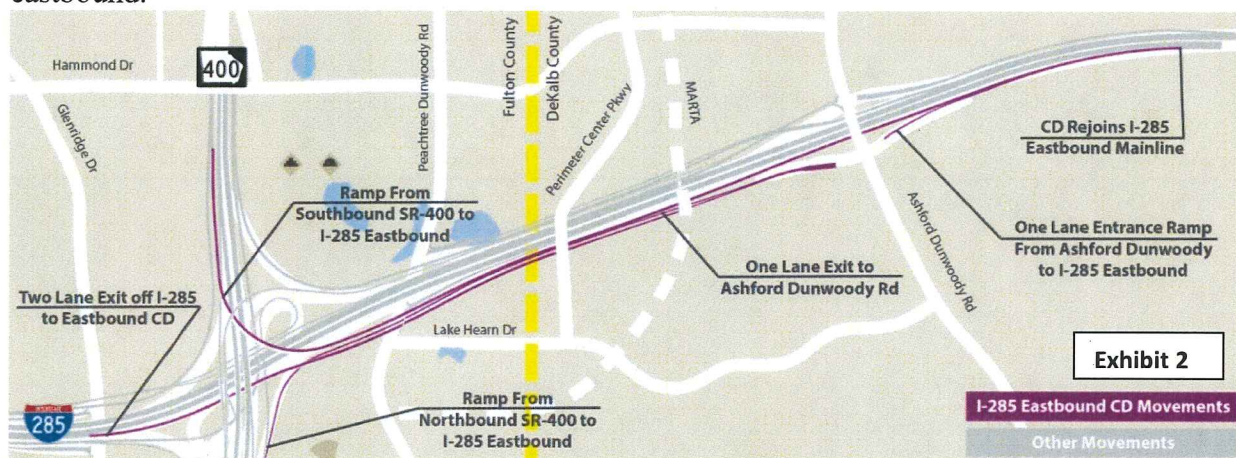
Eastbound Improvements

A new barrier-separated CD system would be constructed along the south side of I-285 in the eastbound direction, which would serve as the eastbound exit for motorists traveling from I-285 to Glenridge Drive and SR 400 north and south (see Exhibit 1). This eastbound CD system would



begin with a new two-lane exit ramp off I-285, just to the west of the Roswell Road Bridge. After passing beneath the Roswell Road Bridge, the two-lane CD system would also pass under the reconstructed Roswell Road eastbound on-ramp to I-285. A one-lane slip ramp from the Roswell Road I-285 on-ramp would connect to the proposed new eastbound CD system, providing access from Roswell Road to SR 400 and Glenridge Drive. The resulting three-lane CD system would continue east to Glenridge Drive, where one lane would exit to Glenridge Drive. The remaining two CD lanes would pass over Glenridge Drive, and then would split to have two lanes exit to northbound SR 400 and one lane exit to southbound SR 400.

An additional eastbound CD system that begins in the vicinity of SR 400 would serve as the I-285 eastbound exit for Ashford Dunwoody Road and I-285 eastbound entrance for SR 400 (see Exhibit 2). This portion of the CD system would begin just west of SR 400, where a new two-lane ramp would exit off I-285 towards Ashford Dunwoody Road, and would pass under the reconstructed SR 400 mainline lanes. After passing under SR 400, this new eastbound CD system would be joined by ramps carrying traffic from the northbound and southbound SR 400 CD system headed to I-285 eastbound.

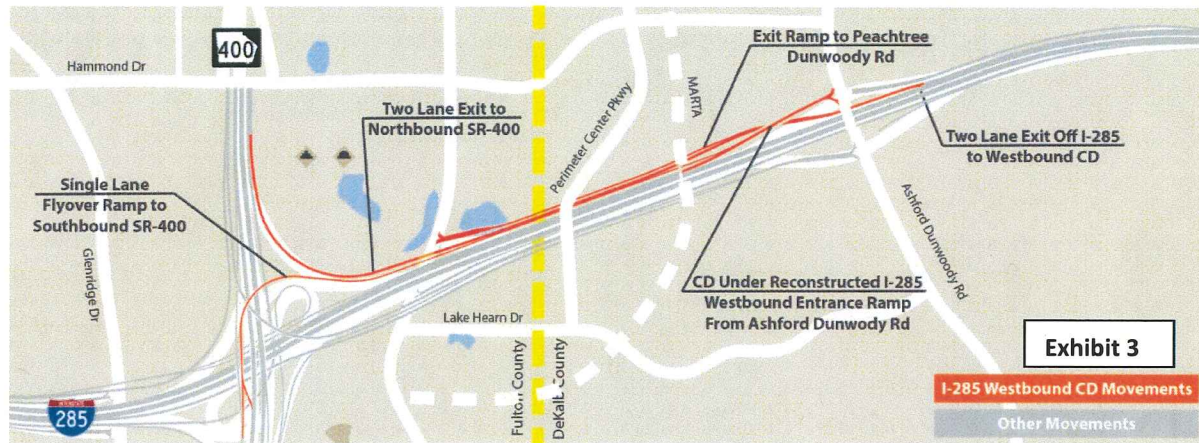


At this point, the proposed I-285 eastbound CD system would have three lanes. After these three lanes pass under Perimeter Center Parkway, they would split, with one lane serving as an exit for motorists traveling to Ashford Dunwoody Road, and the remaining two CD lanes continuing to the east, passing under the existing Ashford Dunwoody Road Bridge and joining the I-285 mainline. An existing one-lane entrance ramp, providing access from Ashford Dunwoody Road to eastbound I-285, would be relocated further east from its existing location to allow for the construction of the I-285 eastbound CD lanes.

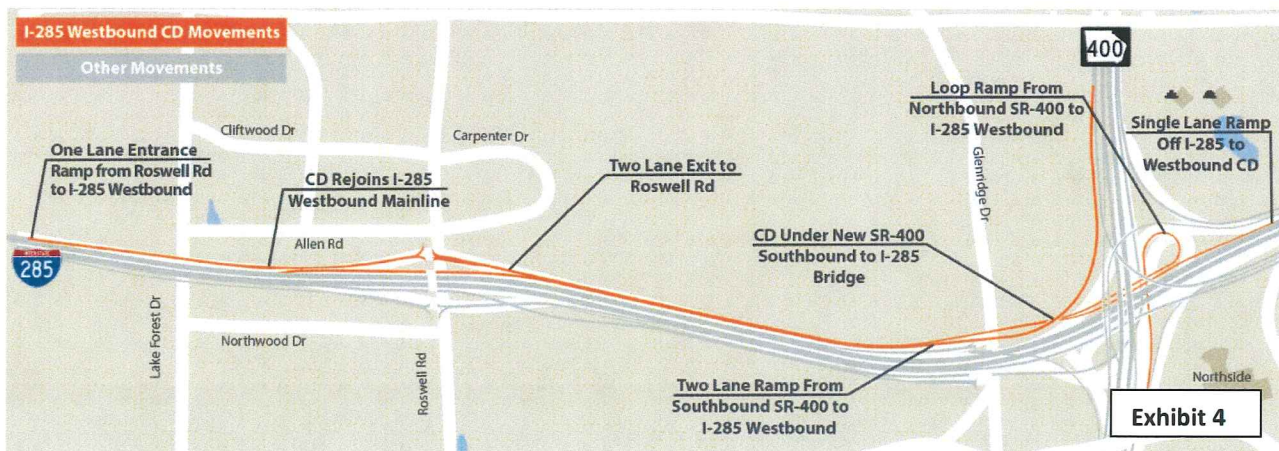
Westbound Improvements

A new barrier-separated CD system would also be constructed along the north side of I-285 in the westbound direction, which would serve as the westbound exit for motorists traveling from I-285 to Peachtree Dunwoody Road and SR 400 (see Exhibit 3). This westbound CD system would begin with a new two-lane exit just east of the Ashford Dunwoody Road Bridge. The two-lane CD system would continue west, passing under the existing Ashford Dunwoody Road Bridge and a reconstructed I-285 westbound entrance ramp from Ashford Dunwoody Road. In this area, an exit ramp for motorists traveling to Peachtree Dunwoody Road would be provided from the new CD system. The two-lane CD system would then continue west, passing under the Perimeter Center

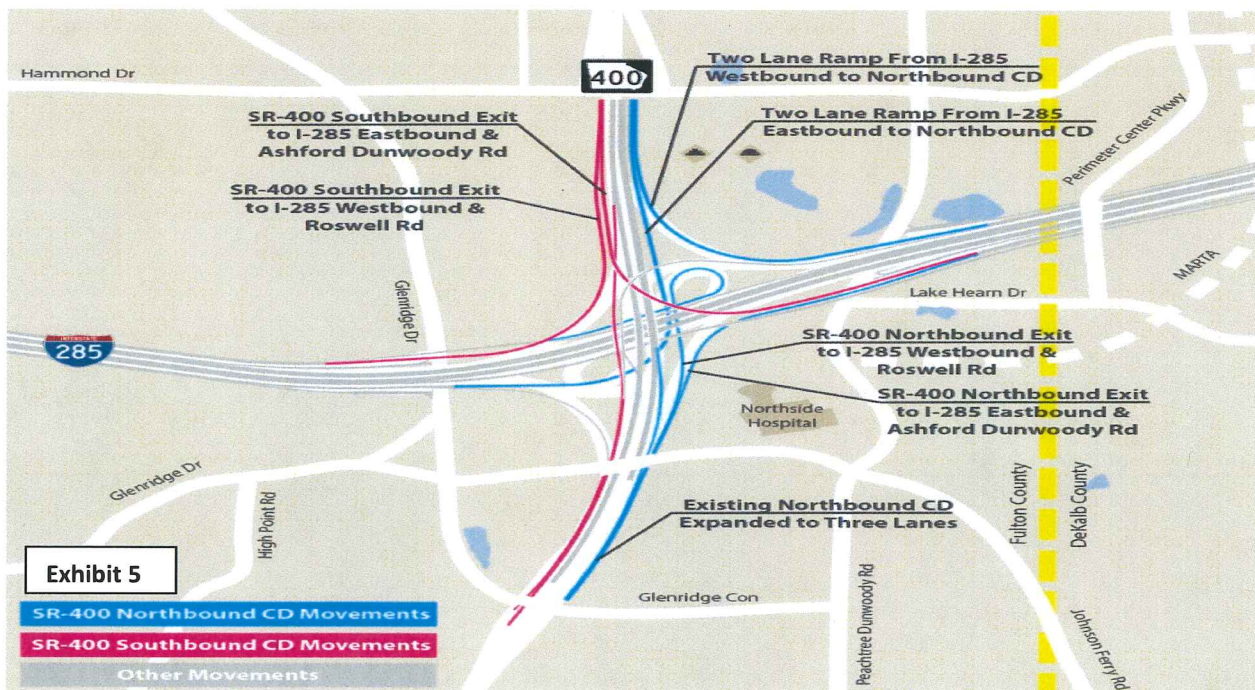
Parkway Bridge, where a new two-lane exit ramp would provide access to northbound SR 400 and a new single-lane flyover ramp would provide access to southbound SR 400.



An additional westbound CD system would serve as the I-285 westbound exit for Roswell Road and the I-285 westbound entrance for SR 400 (see Exhibit 4). This portion of the westbound CD system would begin just east of SR 400, where a single-lane ramp would exit off I-285 towards Roswell Road, and would pass under the reconstructed SR 400 mainline lanes. After passing under SR 400, a loop ramp carrying traffic from northbound SR 400 to westbound I-285 would merge with this new exit ramp. The resulting single-lane westbound CD system would continue west and pass under a new bridge carrying traffic from SR 400 southbound to I-285 westbound, where it would join the two-lane exit ramp from southbound SR 400. At this point, the proposed I-285 westbound CD system would have three lanes. The three-lane CD system would continue west, then would split, with two lanes exiting to Roswell Road and two lanes continuing westward, passing under the existing Roswell Road Bridge before rejoining the I-285 mainline. An existing one-lane entrance ramp providing access from Roswell Road to westbound I-285 would be relocated further west from its existing location to allow for the construction of the I-285 westbound CD lanes.



Northbound and Southbound Improvements



A number of improvements would also be made to the existing CD system along the SR 400 corridor in the vicinity of the I-285/SR 400 interchange. The existing northbound SR 400 CD lanes south of the I-285/SR 400 interchange would be widened to three lanes, and would serve as the SR 400 northbound exits to I-285, Roswell Road, and Ashford Dunwoody Road (see Exhibit 5). North of the I-285/SR 400 interchange, four new northbound CD lanes would be formed from the I-285 eastbound (two lanes) and westbound (two lanes) exit ramps to SR 400 northbound, and would tie into the proposed separate SR 400 CD Lanes project at Hammond Drive (Georgia DOT P.I. No. 721850). In the southbound direction, the new SR 400 CD system proposed under the adjacent Georgia DOT P.I. No. 721850 to carry SR 400 southbound traffic to I-285 eastbound and westbound would be extended south beginning around Hammond Drive and would tie to ramps heading towards I-285 eastbound and westbound. These lanes would also serve as the southbound exit from SR 400 to Ashford Dunwoody Road and Roswell Road.

Concept Approval Date: 04/28/15

Concept Update: N/A

Environmental Document:

Document Type: EA/FONSI

Approval Date: TBD; **The L&D Report is being submitted prior to approval of the EA/FONSI in order to proceed with RW plan approval, RW funding authorization and RW acquisition, in order to meet the aggressive schedule of this priority P3 project. The EA/FONSI is currently at FHWA for review. It is anticipated for approval by 5/31/15.** *EA approved May 19, 2015. ALP*

Temporary State Route Needed: ☒ No ☐ Yes ☐ Undetermined

Public Involvement: Three Public Information Open Houses (PIOHs)—two daytime and one evening PIOH—were held in August 19 and 21, 2014. Two Public Information Open Houses (PHOH) were held in February 5, 2015, one during the day time and one in the evening. All materials were translated into Spanish, and a translator was present at the PIOH and PHOH meetings. Advertisement of these meetings occurred in the legal organs of the surrounding three counties (Cobb, Fulton, and DeKalb), as well as in a local Spanish language newspapers.

Consistency with Approved Planning: The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

Recommendations: Recommend that the location and design for the project be approved and that the attached Notice be approved for advertising.

CONCUR:

John Brown

GDOT Director of Engineering

5/14/2015

Date

APPROVE:

Margaret B. Pinkel

GDOT Chief Engineer

5.18.15

Date

DATE OF LOCATION AND DESIGN
APPROVAL:

May 20, 2015

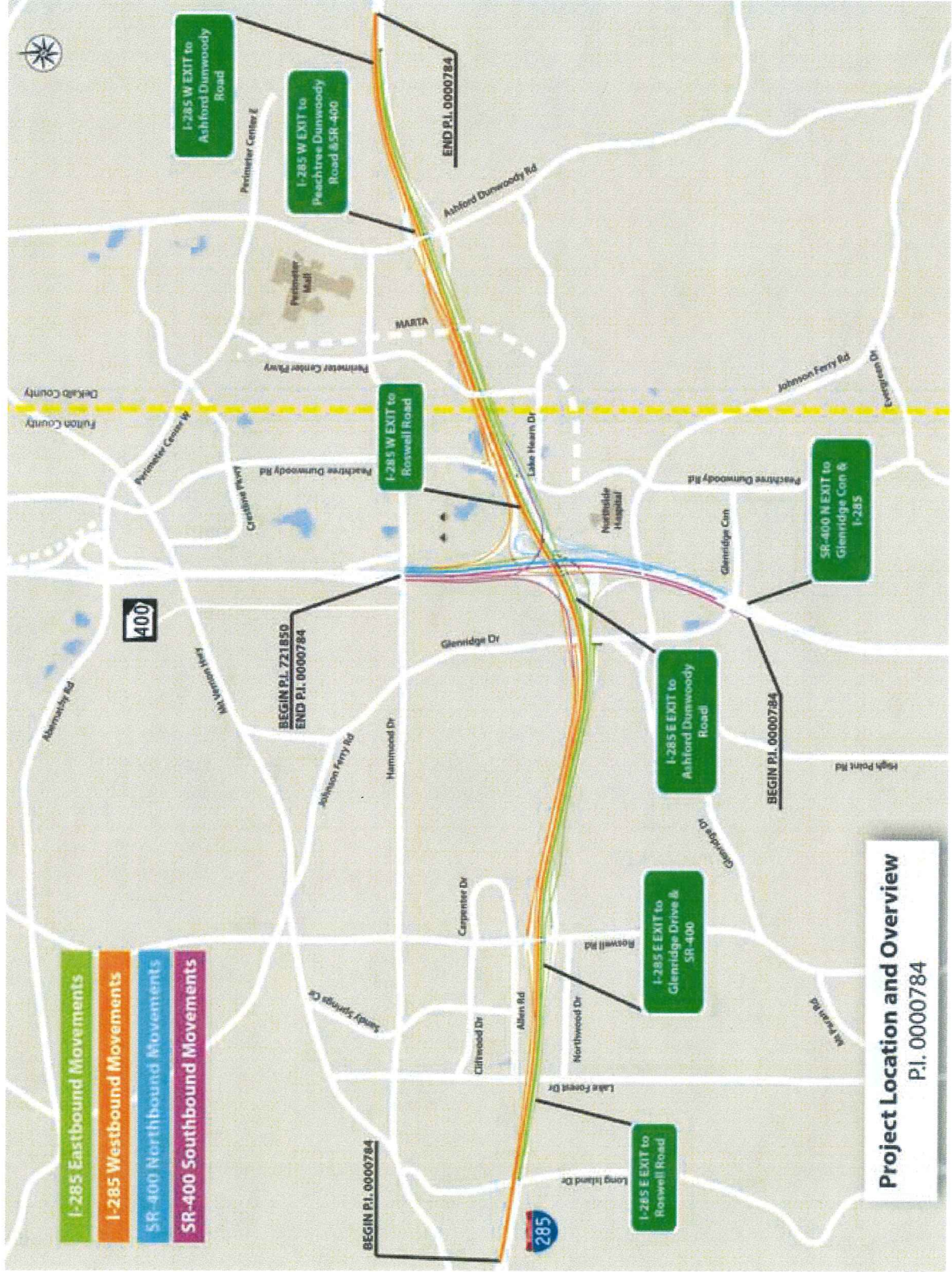
(To be entered by State Conceptual Design
Group Manager)

Attachments:

- Sketch Map
- Notice of Location and Design Approval

SKETCH MAP

Project NHS00-0000-00(784)
Fulton and DeKalb Counties, P.I. No. 0000784



NOTICE OF LOCATION AND DESIGN APPROVAL
NHS00-0000-00(784) - Fulton and DeKalb Counties
P. I. 0000784

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location and design approval is: **May 20, 2015**

The Project is being proposed to improve operational efficiency, enhance safety, reduce weaving maneuvers, and address current lack of ramp capacity at the interchange of I-285 and SR 400. The project is located in Fulton and DeKalb County Georgia and is within the city limits of Sandy Springs, Dunwoody and Brookhaven, Land District 17 and 18, Land Lots 16,17,37,38,69,70,90,123,133,329,330, 345,346,347 and 348.

The project will include barrier-separated collector distributor (CD) lanes along I-285 and SR 400, the reconstruction of existing ramps, and new flyover bridges, as well as the reconstruction and widening of existing bridges in the interchange area. "Braided" ramps are proposed in the vicinity of Roswell Road, SR 400 and Ashford Dunwoody Road to eliminate conflicts between traffic entering and exiting SR 400 and traffic entering and exiting the Roswell Road, SR 400 and Ashford Dunwoody interchanges. Along SR 400, improvements include barrier-separated CD lanes from Glenridge Connector at the south to Hammond Drive at the north where the improvements will tie into Project P.I. No.721850.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Sebastian Nesbitt, District 7/Area 2 Engineer
1269 Kennestone Cir
Marietta, GA 30066
Email: snesebitt@dot.ga.gov
Phone: (770) 528-3238

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Darryl D. VanMeter, P.E., State Innovative Delivery Engineer
Office of Innovative Delivery
600 West Peachtree Street, 19th Floor
Atlanta, GA 30308
Email: dvanmeter@dot.ga.gov
Phone: (404) 631-1703

Any written request or communication in reference to this project or notice SHOULD include the P. I. Number as noted at the top of this notice.